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FY 2004-2007

Special MAG Transportation Improvement Program



Vol. I Executive Summary
November 25, 2003

FISCAL YEARS 2004 THROUGH 2007

SPECIAL

MARICOPA ASSOCIATION OF GOVERNMENTS

TRANSPORTATION IMPROVEMENT PROGRAM

VOLUME I - EXECUTIVE SUMMARY

This report was approved by
the Regional Council of
the Maricopa Association of Governments
on November 25, 2003

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INTRODUCTION

As part of the process to review and improve the production and publication of the Maricopa Association of Governments (MAG) Transportation Improvement Program (TIP), the TIP is being published in a different fashion to the way in which it has been presented prior to the 2003-2007 TIP. This TIP is being published in three volumes. The first volume is an Executive Summary, which gives an overview of the TIP process, summarizes the federally funded projects and some of the larger, regionally significant, locally funded projects being added to the TIP and also includes a brief synopsis of the funding that is incorporated. The second volume provides the majority of the explanation of the TIP process and contains the details that the Executive Summary omits. The final volume contains the full Listing of Projects. This format facilitates the publication of the TIP in its entirety on the Internet and also provides easier access to the information available.

This MAG TIP serves as a four-year regional guide for the preservation, management and expansion of public transportation services including highways, arterial streets, transit, demand management and alternative mode improvements in Maricopa County. MAG is the designated Metropolitan Planning Organization (MPO) for the Phoenix metropolitan area. MAG, in cooperation with the Arizona Department of Transportation (ADOT) and the Regional Public Transportation Authority (RPTA/Valley Metro), is responsible for the development of the MAG TIP.

The compilation of the TIP for highway, transit, demand management and alternative modes projects (bicycles, pedestrians, telecommunications, etc) is performed through the MAG committee structure. These committees include representatives from each city and town in Maricopa County plus representatives from the Gila and Salt River Indian Communities, Maricopa County, the Arizona Department of Transportation and the City of Apache Junction (which is outside Maricopa County but within the MAG Urbanized Boundaries) as well as the RPTA/Valley Metro and other interested groups and citizens at large. Committee members are typically appointed by each participating jurisdiction or State agency and are charged with providing input to the various MAG documents and recommending federally funded projects to be evaluated through the MAG Management and Rating Systems. The final authorities for the approval of the MAG TIP are the MAG Regional Council and the Governor of Arizona. The Governor has previously designated the Director of the Arizona Department of Transportation as having the authority to approve TIPs and TIP Amendments and the Federal Highway Administration has agreed that this designation is consistent with federal law.

ROLES AND RESPONSIBILITIES

The Phoenix metropolitan area has been developing regional transportation plans since 1960. With the passage of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), regional and local governments were given greater responsibility, flexibility and funding. These regional planning responsibilities were strengthened under the legislation that replaced ISTEA, the Transportation Equity Act for the 21st Century (TEA-21), which was approved in June, 1998. With these new responsibilities, MAG has developed a mix of highway, transit, demand management and air quality improvement projects that address regional and local transportation and environmental goals.

Projects in this TIP are drawn from the MAG Long Range Transportation Plan and the Short Range Transit Plan. Projects generated by each of these plans have been merged together into a four-year regional program for the purpose of improving the overall efficiency of the existing transportation system while incrementally developing each of these plans.

TRANSPORTATION PLANNING DESIGNATIONS

MAG is a voluntary association of governments formed to address regional issues in Maricopa County. MAG is the designated Regional Planning Agency and consists of 30 members from 29 different agencies. The decision making body of MAG is the Regional Council, which is composed of one elected official from each member agency. Two representatives from the State of Arizona Transportation Board and one representative from the Citizens Transportation Oversight Committee serve on the Regional Council for transportation-related issues. Citizens and MAG staff, as well as numerous committees and task forces, provide analysis and input to the Regional Council.

In 1973, MAG was designated as the Metropolitan Planning Organization for the region by the Governor of Arizona. One of the primary purposes of MAG is to develop transportation plans and programs for the Maricopa County region. In addition, MAG has the responsibility for setting priorities for the Proposition 300 Freeway/Expressway System (per ARS §28-6354).

In accordance with federal legislation, the MAG region has also been designated as a Transportation Management Area (TMA), as it has a population of over 200,000. MAG carries out a continuous, comprehensive and coordinated transportation planning process in cooperation with both ADOT and RPTA/Valley Metro within the TMA. Regional transportation planning is conducted by MAG, including performing planning functions

related to streets, highways, bicycle facilities, airports, regional development, and air quality. MAG contracts for transit planning support through RPTA/Valley Metro.

LONG-RANGE STREET AND HIGHWAY PLANNING

The Street and Highway Plan for Maricopa County, adopted in 1960, was the first long range transportation plan for the area. This plan served as the framework for highway and street development until 1975. A re-evaluation effort culminated in January, 1978, with the Guide for Regional Development, Transportation and Housing. This report was adopted by the MAG Regional Council in July, 1980.

More recent studies in 1984 and 1985 for the southeast, central and western portions of the Phoenix metropolitan area were assimilated into the MAG Freeway/Expressway Plan. New elements were added later in 1985 and, in October, 1985, the voters of Maricopa County approved Proposition 300, which provided for a one-half cent sales tax for construction of the MAG Freeway/Expressway System.

Although the backbone of the MAG Long Range Transportation Plan is the freeway system, the skeleton is still the one-mile grid system of major streets. During 1989-90, a series of technical analyses were used to update the MAG Freeway/Expressway Plan through the year 2015. Also included was the identification of a network of Roads of Regional Significance consisting of arterials spaced three to six miles apart which are intended to complement the freeway/expressway system. In 1995, the Freeway plan was updated following the defeat of Proposition 400.

Further changes occurred in 1996 when findings from the Northwest Study and the Major Investment Studies for the Squaw Peak and Superstition corridors were included. In 1999, following passage of TEA-21 and the consequent increase in regional funding, completion of the regional freeway system was accelerated to 2007. Other major changes included the completion and/or start of HOV systems on I-10, I-17, the Superstition and Squaw Peak freeways; improvements to State Route 85 and Grand Avenue; and extensions of facilities in the South Mountain and the Estrella Corridor.

Coincidental with the production of the FY 2001 update, an effort began to completely update the Regional Transportation Plan (RTP). Results of this effort are beginning to result in specific, programmable projects that will be included in the next MAG TIP for FYs 2005-2009. It is expected that the passage of TEA-21's replacement will occur in the same time frame.

TRANSIT PLANNING

MAG has official responsibility for developing the Regional Transit Plan and integrating it into the Long Range Transportation Plan. The MAG Short Range Transit Plan is prepared annually by the RPTA/Valley Metro on behalf of the MAG member cities and organizations. This plan identifies both capital and operating improvements proposed for the region in the next five years.

In 1990, local communities and various community groups worked to develop local transit plans through a regional Citizens' Advisory Committee. This effort resulted in a draft version of the Transit Plan in November 1990. However, with the defeat of Proposition 400, the start up of that plan was deferred.

The City of Tempe passed a transit election in September 1996 and in March, 2000, a separate transit election in the City of Phoenix was overwhelmingly approved. Further successful elections in Mesa and Glendale have supported the ability of the agencies concerned to improve transit services. The regional transit plan has been updated to triple bus service, quadruple express bus service and construct a 39 mile light rail transit system. Efforts are currently underway to secure a Full Funding Grant Agreement through the Federal Transit Administration's (FTA) New Starts funding category to support the project.

RECENT DEVELOPMENTS

Federal guidelines have consistently required the cooperation and coordination of transportation planning between the State, the MPO and publicly owned regional transit operators. TEA-21 strengthened and better defined the responsibilities with regard to the programming of funds. As a result, the Resource Allocation Advisory Committee (RAAC) was created in 2000. This committee, which is comprised of representatives from ADOT, MAG, RPTA/Valley Metro, the Pima Association of Governments (PAG) and representatives from the other MPOs and Councils of Government (COGs) meets annually. The main aims of the RAAC process are to cooperatively develop estimates of the expected funding available from ADOT and to ensure that a "fair share" of State and Federal funds is invested within all regions of the State. The main result of this process in the MAG region has been an increase in the capital funds being programmed as part of the TIP.

TIP DEVELOPMENT

TIP DEVELOPMENT PROCESS

Under federal guidelines, MAG is required to develop a TIP every two years. The TIP is to include all Title 23 federally funded projects to be constructed in the region, with some minor exceptions. In addition, due to the status of the region as being in nonattainment for three federally recognized air quality pollutants, an additional requirement of the TIP is to identify all projects that are likely to affect attainment of regional air quality standards. To ensure that the TIP is as up to date as possible in a fast growing region, and primarily due to air quality concerns, MAG develops the TIP each year. The time period for the TIP is five years, although only the first three years are federally required.

There are three distinct types of federal funds that are included in the TIP, ADOT discretionary federal funds, transit federal funds and MAG federal funds. The process usually starts in mid year with a series of stakeholders meetings, involving interested staff from MAG member agencies, state and federal agencies and members of the public. This is followed by publication of the TIP Guidance Report (TGR). This report gives information on the status of the federally required Management Systems; the performance of the transportation system in general; what federal funds are available within the region; the amount of MAG federal funds expected to be available for programming; approved policies and procedures; and the schedule for development of the TIP.

Following release of the TGR, MAG agencies submit requests for MAG federal funds by the middle of September. The submitted projects are then rated through the Congestion Management System and, where appropriate, the Congestion Mitigation and Air Quality rating system. The projects and rating scores are then reviewed by a series of modal technical advisory committees (TACs) and modal priorities are submitted to a central Transportation Review Committee (TRC). The TRC comprises senior transportation officials from member agencies. Final Regional Council action on the MAG federally funded program usually occurs in January. During the cycle for this TIP, projects for FY 2008 MAG federal funds WERE NOT identified and two years' worth of MAG Federal funds, for FYs 2008 and 2009, will be programmed during development of the FY 2005-2009 MAG TIP.

At the same time, two further processes to select projects for the ADOT discretionary federal funds and the federal transit funds are followed. In both cases, ADOT, MAG and RPTA/Valley Metro staff members cooperatively determine which projects to recommend and submit the recommendations through the MAG TRC for review.

Once the federally projects have been recommended, MAG agencies are requested to submit projects to be funded with regional, local and private funds by mid January. These projects are combined with the MAG federally funded program, the ADOT discretionary funded projects and the local and federal funded transit projects to form a Draft TIP (listing of projects). This Draft TIP is provided for Regional Council approval so that an analysis can be made to ensure that the program conforms to the respective air quality plans. Once conformity has been shown, the TIP is then approved and submitted for the approval of the Governor (or designee) and eventual inclusion in the State TIP. This usually occurs by July of each year.

Due to the desire to develop a TIP on an annual cycle, the development of the one TIP often commences before the previous TIP has been finally approved. However, the flexibility obtained by pursuing an annual development process is regarded as substantially more beneficial when compared with the alternative.

ADDITIONAL TIP PROJECT SELECTION REQUIREMENTS

The majority of projects in the TIP (slightly more than two thirds) are from regional or local funds and not federal funds. As a result, the majority of projects in the TIP are submitted by MAG agencies and do not follow the federal selection process described above. However, all projects that add through lane capacity to the modeled network are regarded as “regionally significant” for air quality purpose. A concurrent consultation process to review and confirm the regional significance of such projects is followed. These projects are not allowed unless the project results from an approved congestion management system (CMS). The MAG CMS, which was approved in 1995, satisfies this requirement.

All projects in the TIP originally are identified in the most recent MAG Long Range Transportation Plan (LRTP), which is usually updated on an annual basis to ensure that projects are consistent. The LRTP is utilized to provide proper integration and to balance regional and local priorities. In addition, federal guidance also lists seven planning factors that need to be considered, analyzed appropriately and reflected in the planning process products, i.e., the projects selected for the TIP. These planning factors are discussed in more detail in Volume II.

As previously stated, the development of the Regional Transportation Plan is nearing completion, but the projects that result from this plan development have not been identified in sufficient detail to allow for the programming of projects at this time. The RTP replaces the LRTP for planning purposes this year and will be used as the basis for any future LRTP updates. Projects from the new RTP will be added to the next TIP.

CONGESTION MITIGATION AND AIR QUALITY METHODOLOGY

During 1999, MAG staff worked with representatives from ADOT and FHWA to develop a Congestion Mitigation and Air Quality Improvement Program (CMAQ) Methodology that could be used to estimate emission reduction benefits on projects eligible for CMAQ funds. The federal guidance indicates that some types of projects may be difficult to analyze, and the guidance allows for qualitative, as well as quantitative, methods to evaluate projects, as appropriate. This new Methodology has been enhanced during the previous two years and is able to provide an assessment of emission reduction benefits for proposed CMAQ projects.

PRIORITIZING PROJECTS

Freeways: MAG is responsible for setting priorities for the regional MAG Freeway Plan, which is funded primarily by a county-wide half-cent sales tax approved by the voters as "Proposition 300" in 1985. Since January 1986, MAG has adopted and periodically reviewed priorities for Proposition 300 freeways. These priorities are followed by ADOT in scheduling roadway development. In 1992, the Arizona State Legislature passed House Bill 2278 which charged MAG with the responsibility for setting and amending priorities for Proposition 300 freeways. The regional freeway system is expected to be completed in 2007.

Transit: The process for prioritizing transit projects consists of two steps. In the first step the project is scheduled for a specific year and local funds are committed. This makes the project eligible for federal funds. The second step gives the project a ranking based on the type of project. Projects to provide services required by law have the highest ranking. Projects to keep existing services operational have the next ranking. Expanding services, passenger enhancements and other desired support purchases follow in that order. A separate process is followed for projects that will utilize Federal Transit Administration (FTA) 5310 and 5311 federal funds. These projects serve special transportation needs of elderly and persons with disabilities in Maricopa County and projects in rural areas. Project criteria are established by the FTA and ADOT. Applications are judged against the criteria and demonstration of local need. Project applications are ranked by the reviewers to assist ADOT in determining where vehicles are placed.

Bicycles: A bicycle project rating system was originally completed in April, 1993, and was updated in 1996 and was substantially revised in 1999. As part of the 1999 Update of the MAG Regional Bicycle Plan, a list of principles were developed to assist in qualitative evaluation of bicycle projects eligible for federal transportation funds. The project rating system involves the following factors: accessibility to local or regional destinations; the type of facility; whether on road or off road; the length of the project; the connection to other

segments; and socio-economic considerations.

Intelligent Transportation Systems: The Strategic Plan for the Early Deployment of ITS in Maricopa County was published in October 1995 and identified a series of services and routes within the MAG region for deployment of ITS technologies. The original AzTech Model Deployment project involved a number of MAG agencies and resulted in the implementation of what is regarded as the first phase of the AzTech. Regional ITS funds have been allocated to Phases 2 and 3 of this project. The ITS rating system divides ITS projects into one of two categories, transit and non-transit. Each project is scored based on the following factors: deployment priority; congestion; cost; and local match (10 points). Transit ITS projects are also rated according to four similar factors. The recently completed update to the ITS Strategic Plan has identified a number of new ITS projects throughout the region in the short- medium- and long-term implementation plans. The ITS Committee plans to utilize the updated Plan to guide future regional investments in ITS.

FINANCIAL PLAN

The TIP is not a stationary document but is best described as a snapshot in time. During the TIP development process, some major, and several minor, changes have occurred to the projects contained and hence to the financial tables included in this section. Although the figures show that the TIP is under-programmed with regard to some of the federal funds expected to be available, this reflects some uncertainty with regard to the likely funding levels following scheduled reauthorization of TEA-21, which is expected to occur by October, 2003. However, in summary, the financial plan contained within this final version of the FY 2003-2007 MAG TIP is complete and is fully fiscally constrained to reasonably available funding sources.

INTRODUCTION

One of the impacts of ISTEA, as continued by TEA-21, was the revision of the categorical funding programs into more flexible funding categories. MAG has primary planning and programming discretion over three main funding categories. These include the MAG share of the Surface Transportation Program (STP), CMAQ and Metropolitan Planning (PL) funds.

Federal regulations require the development of a financial plan that describes how all programmed projects can be completed using current revenue or proposed funding sources. In addition, the TIP must be financially constrained by fiscal year. In accordance with these requirements MAG requests each agency to complete details of each projects' finances when submitting such projects for inclusion in the TIP.

The MAG financial plan shows in detail the total amount of committed federal and local funding that is reasonably expected to be available to fund the highway and transit projects in the TIP. In addition, an analysis of both the highway and transit programs is included which shows the funds expected to be available by local agencies and funding sources.

FEDERAL FUNDS

Although federal guidance allows for the programming of federal funds up to the apportionment limits notified each year, the practice at MAG is to estimate how much Obligation Authority (OA - the authority to utilize the funds apportioned) will be available for each year and then to program projects based on that estimate. Experience has shown

that this technique avoids the problems experienced with over-programming projects. In recent years, OA has consistently exceeded the amount of projects programmed and this has offered opportunities for agencies to advance projects that have been developed in a timely fashion.

ISTEA and TEA-21 both brought substantial increases in federal funds to the MAG region and transportation projects within the regional have experienced the benefits that such funding brings. The ability to utilize federal funds to assist in the development process for eligible projects, especially for advance design, has enabled agencies to accelerate the construction phases of some projects by up to three years. It is expected that a similar rate of federal funding will continue to be received beyond federal fiscal year (FFY) 2003 (the final year of TEA-21), but the financial plan assumptions do not include any increases other than the expected trend increase shown by annual apportionments.

The MAG region is growing fast and 2000 Census figures are available to federal legislators during the re-authorization process that is already underway. In addition to the increases in population, future federal funds will likely be affected by the air quality non-attainment criteria for Congestion Mitigation and Air Quality Improvement Program funds (CMAQ) and the donor/donee issue. Arizona currently receives just over a 90 percent return on its contributions to the Highway Trust Fund and it is expected that this issue will be a major subject for discussion during re-authorization efforts.

TIP FINANCING

This summary includes only one financial table. Total federal, state, and local funding available for the FY 2004-2007 MAG TIP totals almost \$3.876 billion and this represents a slight (less than one percent) proportionate increase over the previous year's TIP. Total federal, state and local programming obligations for this same period amount to \$3.834 billion.

The total amount of federal funds available for the TIP is \$1.147 billion while programmed obligations of federal projects total \$1.103 billion. The temporary surplus of federal funds accounts for the complete \$42.8 million surplus. The remainder is mainly due to not programming all of the expected federal funds during the outer two years, mainly CMAQ.

TABLE V-1: FOUR YEAR PROGRAM SUMMARY FY 2004-2007

FUNDS AVAILABLE			
PROGRAM	STATE/LOCAL	FEDERAL	TOTAL
HIGHWAY	\$2,078,682,831	\$697,414,978	\$2,776,097,809
TRANSIT	\$651,253,034	\$449,086,274	\$1,100,339,308
TOTAL	\$2,729,935,865	\$1,146,501,252	\$3,876,437,117
PROGRAMMED OBLIGATIONS			
PROGRAM	STATE/LOCAL	FEDERAL	TOTAL
HIGHWAY	\$2,078,682,831	\$654,604,270	\$2,733,287,101
TRANSIT	\$651,253,034	\$449,086,274	\$1,100,339,308
TOTAL	\$2,729,935,865	\$1,103,690,544	\$3,833,626,409
BALANCE			
PROGRAM	STATE/LOCAL	FEDERAL	TOTAL
HIGHWAY	\$0	\$42,810,708	\$42,810,708
TRANSIT	\$0	\$0	\$0
TOTAL	\$0	\$42,810,708	\$42,810,708
PERCENT	0.00%	3.73%	1.10%

State and local funding available totals \$2.73 billion for the FY 2004-2007 MAG TIP. State and local funding is fully programmed in the TIP. Total federal funds expected to be available amount to \$1.146 billion. However, programmed projects only total \$1.104 billion, leaving a small \$42.8 million surplus. There have been some adjustments to deferred projects from FY 2003 to FY 2004 and some projects have been advanced from outer years of the TIP, and these changes are reflected in the totals shown. The result of these deferrals and advancements has been to slightly increase the amount of under-programmed federal funds.

PUBLIC PARTICIPATION

INTRODUCTION

TEA-21 continues to emphasize public involvement in the metropolitan transportation planning process. The intent of the public involvement provisions in TEA-21 is to increase public awareness and involvement in transportation planning and programming. TEA-21 requires that the metropolitan planning organization work cooperatively with the state department of transportation and the regional transit operator to provide citizens, affected public agencies, representatives of transportation agency employees, freight shippers, private providers of transportation, representatives of users of public transit, and other interested parties a reasonable opportunity to comment on proposed transportation plans and programs. In addition, the Clean Air Act Amendments (CAAA) of 1990 emphasize the integration of transportation and air quality plans.

The MAG public involvement process is divided into four phases: early input, mid-phase, final phase and continuous involvement. The early input meetings ensure early involvement of the public in the development of these plans and programs. The mid-phase process provides for input on initial plan analysis for the Long Range Transportation Plan (LRTP) and Transportation Improvement Program (TIP) and includes a public hearing on regional transportation issues. The final phase provides an opportunity for final comment on the LRTP, TIP and Air Quality Conformity Analysis. In addition, continuous outreach is conducted throughout the annual update process and includes activities such as presentations to community and civic groups, distributing press releases and newsletters, and coordinating with the Citizens Transportation Oversight Committee (CTOC).

ENHANCED PUBLIC OUTREACH PROCESS

In July, 1998, the process for programming federal transportation funds was enhanced. A more pro-active community outreach process was included and the development of early guidelines to help select transportation projects within resource limits. The enhanced public involvement process involves transportation stakeholders as outlined in TEA-21 and includes input from Title VI stakeholders as well as low income populations. The input received during the enhanced input opportunity has been incorporated in the development of early guidelines to guide project selection for the TIP and LRTP.

FY 2002/3 PUBLIC INVOLVEMENT PROGRAM

The FY 2002/3 public involvement program solicited and encouraged input for both the FY 2002 LRTP Update and the FY 2003-2007 TIP. ADOT and RPTA/Valley Metro participated in many of the input opportunities that were offered. A description of the input process for FY 2002/3 elements of the public involvement process is given in Volume II. More recent public involvement for the Regional Transportation Plan (RTP) and the updated 04-07 TIP is also included in Volume II.

The following transportation advisory committees offered extended public comment periods: Air Quality Technical Advisory Committee, Intelligent Transportation Systems Committee, Pedestrian Working Group and Regional Bicycle Task Force Joint Meeting, Street Committee, Telecommunications Advisory Group, Transportation Review Committee and Regional Council Transportation Subcommittee.

HUMAN SERVICES PLANNING PROCESS

To meet the transportation and social services needs of low income elderly persons and persons with disabilities, and to further the early and continuing involvement of the public in developing plans and TIPs, MAG incorporates the information gathered through its human services planning process. Further details of this process are included in Volume II.

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NEW PROJECTS

GENERAL

Each year, MAG usually closes out the current fiscal year and adds a new, fifth year to the TIP. This year, projects were NOT selected for the fifth year, FY 2008, due to a variety of concerns and a Special, four year TIP is being produced. It is expected that the development of this four year program will give the region the maximum flexibility needed to fully develop the next, five-year TIP, for FYs 2005-2009.

MAG member agencies were able to add new locally and privately funded projects to the four years under consideration and many adjustments to existing projects have been made. Discretionary funded projects from ADOT and RPTA/Valley Metro have also be added to the projects included. For information purposes, a list of newly submitted projects is shown in the following pages. All new projects are listed.

**REPORT: 04-07 TIP -
New Highway Projects****MARICOPA ASSOCIATION OF GOVERNMENTS
FY 2004-2007 TIP - NEW HIGHWAY PROJECTS****TABLE : DRAFT 04-07
TIP 110703****AGENCY: ADOT****FISCAL YEAR: 2004**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	CMS Score	Fund Type	Local Cost	Federal Cost	Total Cost
DOT04-442	10: Riggs Rd to Gila River bridge	Pave with ARFC (mainly outside of Maricopa County)	1.12				IM	171,114	2,830,886	3,002,000
DOT04-441	17 at various locations	Improve pump station safety					State	381,000	0	381,000
DOT04-404	SR5107 ALC2 -- 51 Squaw Peak Fwy: Bell Rd	Mitigate habitat		0	0		RARF/ 15%	500,000	0	500,000
DOT04-431	60 (Wickenburg Way): Los Altos Dr to Sunset Park	Design and construct multi-use path	2.90	4	4		STP-TEA	30,684	507,626	538,310
DOT04-417	GR6004ASC -- 59th Ave at Glendale Ave	Construct structure	.20	6	6		RARF/ 15%	400,000	0	400,000
DOT04-411	GR6099RWR -- Grand Ave Corridor	Reprogram right of way		0	0		RARF/ 15%	17,212,000	0	17,212,000
DOT04-439	85 at MC-85	Pre-design and design for intersection improvements (in cooperation with Maricopa County)	.20				State	1,000,000	0	1,000,000
DOT04-430	85: MP 125.4 to MP 151.4	Reprogram right of way	26.00	2	4		State	9,200,000	0	9,200,000
DOT04-412	AF101LRWR -- Agua Fria Fwy Corridor	Reprogram right of way		0	0		RARF/ 15%	3,813,000	0	3,813,000
DOT04-410	PI101LRWR -- Pima Fwy Corridor	Reprogram right of way		0	0		RARF/ 15%	248,000	0	248,000
DOT05-405	PR101LRWR -- Price Fwy Corridor	Reprogram right of way		0	0		RARF/ 15%	1,264,000	0	1,264,000
DOT04-406	SH153RWR -- 153 Sky Harbor Expwy: Sky	Reprogram right of way	2.00				RARF/ 15%	339,000	0	339,000
DOT04-418	RM202L12BRCL -- 202L Red Mountain Fwy: Higley Rd to Power Rd	Construct roadway (Local funds)	2.00	0	6		Local	400,000	0	400,000
DOT04-409	RM202LRWR -- 202L Red Mountain Fwy: Red Mountain Corridor	Reprogram right of way		0	0		RARF/ 15%	8,890,000	0	8,890,000
DOT04-420	SA202L15 RCD -- 202L Santan Fwy: Elliot Rd	Construct roadway (Private funds)	1.90	0	6		Private	2,500,000	0	2,500,000
DOT04-419	SA202L15 RCL -- 202L Santan Fwy: Elliot Rd to Baseline Rd	Construct roadway (Local funds)	1.90	0	6		Local	2,000,000	0	2,000,000
DOT04-421	SA202L16 RCL -- 202L Santan Fwy: Power Rd to Elliot Rd	Construct roadway (Local funds)	3.90	0	6		Local	800,000	0	800,000

AGENCY: ADOT**FISCAL YEAR: 2004**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	CMS Score	Fund Type	Local Cost	Federal Cost	Total Cost
DOT04-402	SA202L19A SCL -- 202L Santan Fwy: Greenfield, Ray & UPRR Underpasses	Construct structure	.20	0	6		Local	10,000,000	0	10,000,000
DOT04-074RL	SA202L20 RCL -- 202L Santan Fwy: Arizona Ave to Gilbert Rd	Advance construct roadway (local funds)	3.10	0	6		Local	4,600,000	0	4,600,000
DOT06-407	SA202LRWR -- 202L Santan Fwy: Santan	Reprogram right of way		0	0		RARF/ 15%	61,192,000	0	61,192,000
DOT04-414	SW00 09DRW -- MAG Systemwide	Right of way plans and titles (FY 2004)		0	0		RARF/ 15%	1,900,000	0	1,900,000
DOT04-413	SW00 10CRW -- MAG Systemwide	Property management; right of way (FY 2004)		0	0		RARF/ 15%	200,000	0	200,000
DOT04-415	SW00 RM04 -- MAG Systemwide	Risk management indemnification		0	0		RARF/ 15%	1,700,000	0	1,700,000
DOT04-433	Regionwide	Quiet Pavement program (phase 2)					NHS	570,000	9,430,000	10,000,000
DOT04-432	Regionwide	Quiet Pavement research program					NHS	22,800	377,200	400,000

TOTALS FOR FISCAL YEAR 2004**LOCAL:
\$129,333,598****FEDERAL:
\$13,145,712****TOTAL:
\$142,479,310****FISCAL YEAR: 2005**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	CMS Score	Fund Type	Local Cost	Federal Cost	Total Cost
DOT05-444	10: 40th St to Baseline Rd	Design, purchase right of way & relocate utilities for CD roads	4.00	0	4		State	5,250,000	0	5,250,000
DOT05-442	10: Oglesby Rd to Perryville Rd	Resurface with ARFC	7.80				IM	147,402	2,438,598	2,586,000
DOT05-441	10: Salome to Burnt Well	Resurface with ARFC	10.00				IM	403,788	6,680,212	7,084,000
DOT05-440	17: Buckeye Curve to Van Buren St	Resurface with ARFC and repair joints	1.10				IM	56,829	940,171	997,000
DOT05-401	GR6004ASCL -- 59th Ave at Glendale Ave	Construct structure	.20	6	6		Local	1,000,000	0	1,000,000
DOT04-422	SA202L17 RC -- 202L Santan Fwy: Higley Rd	Construct roadway	2.00	0	6		Local	4,500,000	0	4,500,000
DOT05-128S	SA202L18 RC -- 202L Santan Fwy: Frye Rd to Higley Rd	Construct roadway	2.40	0	6		RARF/ 15%	50,000,000	0	50,000,000
DOT05-129R	SA202L19 RC -- 202L Santan Fwy: Gilbert Rd to Frye Rd	Construct roadway	3.80	0	6		RARF/ 15%	67,000,000	0	67,000,000

AGENCY: ADOT**FISCAL YEAR: 2005**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	CMS Score	Fund Type	Local Cost	Federal Cost	Total Cost
DOT05-423	SA202L19 RCL -- 202L Santan Fwy: Gilbert Rd to Frye Rd	Construct roadway (Local funds)	3.80	0	6		Local	500,000	0	500,000
DOT05-428	SW00 01LPE -- MAG Systemwide	Preliminary engineering (general consultant)		0	0		RARF/ 15%	1,000,000	0	1,000,000
DOT05-416	SW00 02PCO -- MAG Systemwide	Design change orders		0	0		RARF/ 15%	1,000,000	0	1,000,000
DOT05-435	Regionwide	Quiet Pavement program (phase 3)					NHS	558,600	9,241,400	9,800,000
DOT05-436	Regionwide	Quiet Pavement program (phase 4)					NHS	250,800	4,149,200	4,400,000
DOT05-434	Regionwide	Quiet Pavement research program					NHS	17,100	282,900	300,000

TOTALS FOR FISCAL YEAR 2005**LOCAL:
\$131,684,519****FEDERAL:
\$23,732,481****TOTAL:
\$155,417,000****FISCAL YEAR: 2006**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	CMS Score	Fund Type	Local Cost	Federal Cost	Total Cost
DOT06-424R	10: 40th St to Baseline Rd	Design, purchase right of way & relocate	4.00	0	4		State	14,000,000	0	14,000,000
DOT06-443	60 (Grand Ave): 101L to 83rd Ave	Design road widening	1.70				State	500,000	0	500,000
DOT06-425	85: MP 120.54 to MP 122.99	Design, purchase right of way & relocate	2.40	2	4		State	1,200,000	0	1,200,000
DOT04-408	AF101L RD -- Bethany Home Rd TI	Design TI	.20				State	700,000	0	700,000
DOT06-319R	SA202L18 LD -- 202L Santan Fwy: Frye Rd to Higley Rd	Design landscape	2.40				RARF/ 15%	141,000	0	141,000
DOT06-320R	SA202L19 LD -- 202L Santan Fwy: Gilbert Rd	Design landscape	3.80				RARF/ 15%	449,000	0	449,000
DOT06-438	Regionwide	Quiet Pavement program (phase 5)					NHS	108,300	1,791,700	1,900,000
DOT06-437	Regionwide	Quiet Pavement research program					NHS	17,100	282,900	300,000

TOTALS FOR FISCAL YEAR 2006**LOCAL:
\$17,115,400****FEDERAL:
\$2,074,600****TOTAL:
\$19,190,000**

AGENCY: ADOT

FISCAL YEAR: 2007

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	CMS Score	Fund Type	Local Cost	Federal Cost	Total Cost
DOT07-429	10: 40th St to Baseline Rd	Design, purchase right of way & relocate utilities for CD roads	4.00	0	4		State	7,000,000	0	7,000,000
DOT07-427	85: MP 120.54 to MP 122.99	Construct roadway	2.40	2	4		STP-AZ	518,700	8,581,300	9,100,000
DOT07-426	85: MP 122.99 to MP 125.4	Construct roadway	2.40	2	4		NHS	410,400	6,789,600	7,200,000
DOT07-342R	SA202L18 LC -- 202L Santan Fwy: Frye Rd to Higley Rd	Construct landscape	2.40				RARF/ 15%	1,405,000	0	1,405,000
DOT07-343R	SA202L19 LC -- 202L Santan Fwy: Gilbert Rd	Construct landscape	3.80				RARF/ 15%	4,485,000	0	4,485,000

TOTALS FOR FISCAL YEAR 2007

LOCAL:
\$13,819,100

FEDERAL:
\$15,370,900

TOTAL:
\$29,190,000

TOTALS FOR ADOT

LOCAL:
\$291,952,617

FEDERAL:
\$54,323,693

TOTAL:
\$346,276,310

AGENCY: Buckeye

FISCAL YEAR: 2004

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	CMS Score	Fund Type	Local Cost	Federal Cost	Total Cost
BKY04-401	Verado Way: I-10, 4 miles north to Mountains	Construct new roadway to connect to I-10	4.00	0	4		Local	4,000,000	0	4,000,000

TOTALS FOR FISCAL YEAR 2004

LOCAL:
\$4,000,000

FEDERAL:
\$0

TOTAL:
\$4,000,000

TOTALS FOR Buckeye

LOCAL:
\$4,000,000

FEDERAL:
\$0

TOTAL:
\$4,000,000

AGENCY: Chandler**FISCAL YEAR: 2004**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	CMS Score	Fund Type	Local Cost	Federal Cost	Total Cost
CHN04-407	Chandler Blvd: Desert Breeze to Price, and Price (Chandler to EOC)	Install fiber-optic communications line	.00	0	0		Local	240,000	0	240,000
CHN04-408	Dobson Rd: Frye Rd to Germann Rd	Reconstruct roadway to 6 lanes	1.50	2	6		Local	2,750,000	0	2,750,000
CHN04-405	Gilbert Rd: South of Ocotillo Rd to North of	Reconstruct roadway, adding 2 lanes	.25	2	4		Private	1,000,000	0	1,000,000
CHN04-404	Ocotillo Rd: Gilbert Rd to Lindsay Rd	Reconstruct roadway, adding 2 lanes	1.00	2	4		Private	4,000,000	0	4,000,000
CHN04-401	Queen Creek Rd: Cooper Rd to Gilbert Rd	Reconstruct roadway, adding two lanes	1.00	2	4		Private	4,000,000	0	4,000,000

TOTALS FOR FISCAL YEAR 2004**LOCAL:
\$11,990,000****FEDERAL:
\$0****TOTAL:
\$11,990,000****FISCAL YEAR: 2005**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	CMS Score	Fund Type	Local Cost	Federal Cost	Total Cost
CHN05-409	Chandler Hts Rd: Eastern Canal to Gilbert Rd	Reconstruct roadway, adding 2 lanes	.30	2	4		Private	1,300,000	0	1,300,000
CHN05-410	Chandler Hts Rd: Gilbert Rd to Lindsay Rd	Reconstruct roadway, adding 2 lanes	1.00	2	4		Private	4,000,000	0	4,000,000
CHN05-411	Cooper Rd: Ocotillo Rd to Queen Creek Rd	Reconstruct roadway, adding two lanes	1.00	2	4		Private	4,000,000	0	4,000,000
CHN05-403	Lindsay Rd: Chandler Heights Rd to Ocotillo Rd	Reconstruct roadway, adding 2 lanes	1.00	2	4		Private	4,000,000	0	4,000,000
CHN05-402	Queen Creek Rd: Gilbert Rd to Lindsay Rd	Reconstruct roadway, adding 2 lanes	1.00	2	4		Private	4,000,000	0	4,000,000

TOTALS FOR FISCAL YEAR 2005**LOCAL:
\$17,300,000****FEDERAL:
\$0****TOTAL:
\$17,300,000****FISCAL YEAR: 2006**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	CMS Score	Fund Type	Local Cost	Federal Cost	Total Cost
CHN06-406	Citywide	Integrate signal system	.00	0	0		Local	180,000	0	180,000

AGENCY: Chandler

FISCAL YEAR: 2006

TOTALS FOR FISCAL YEAR 2006

TOTALS FOR Chandler

LOCAL:
\$180,000

FEDERAL:
\$0

TOTAL:
\$180,000

LOCAL:
\$29,470,000

FEDERAL:
\$0

TOTAL:
\$29,470,000

AGENCY: Gilbert

FISCAL YEAR: 2004

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	CMS Score	Fund Type	Local Cost	Federal Cost	Total Cost
GLB04-401	Pecos Rd: Val Vista Dr to Higley Rd	Reconstruct roadway to add 3 lanes in each direction	1.00	0	6		Local	3,000,000	0	3,000,000

TOTALS FOR FISCAL YEAR 2004

LOCAL:
\$3,000,000

FEDERAL:
\$0

TOTAL:
\$3,000,000

FISCAL YEAR: 2005

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	CMS Score	Fund Type	Local Cost	Federal Cost	Total Cost
GLB05-107R	Eastern Canal: Baseline Rd to Guadalupe Rd (Santan Vista Trail phase I)	Design and construct multi-use path	1.00	4	4		CMAQ	33,231	549,769	583,000

TOTALS FOR FISCAL YEAR 2005

LOCAL:
\$33,231

FEDERAL:
\$549,769

TOTAL:
\$583,000

FISCAL YEAR: 2006

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	CMS Score	Fund Type	Local Cost	Federal Cost	Total Cost
GLB06-201R	Eastern Canal: Guadalupe Rd to Elliot Rd	Design and construct multi-use path	1.00	4	4		CMAQ	159,000	636,000	795,000

TOTALS FOR FISCAL YEAR 2006

LOCAL:
\$159,000

FEDERAL:
\$636,000

TOTAL:
\$795,000

TOTALS FOR Gilbert

LOCAL:
\$3,192,231

FEDERAL:
\$1,185,769

TOTAL:
\$4,378,000

AGENCY: Glendale

FISCAL YEAR: 2005

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	CMS Score	Fund Type	Local Cost	Federal Cost	Total Cost
GLN05-401	Bethany Home Rd: 59th Ave to 67th Ave	Install median island and infill street lights	1.00	4	4		STP-HES	32,000	528,000	560,000
GLN04-208TR	Loop 101 at Maryland Ave	Construct park and ride access	.40	0	2		STP-AZ	546,997	2,187,989	2,734,986

TOTALS FOR FISCAL YEAR 2005

LOCAL:
\$578,997

FEDERAL:
\$2,715,989

TOTAL:
\$3,294,986

TOTALS FOR Glendale

LOCAL:
\$578,997

FEDERAL:
\$2,715,989

TOTAL:
\$3,294,986

AGENCY: Goodyear

FISCAL YEAR: 2004

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	CMS Score	Fund Type	Local Cost	Federal Cost	Total Cost
GDY04-406	Bullard Rd: Riggs Rd to Hunt Rd	Pave dirt road	1.50	2	2		Local	450,000	0	450,000
GDY04-402	Estrella Pkwy at Van Buren St	Install traffic signal	.10	4	4		Private	340,000	0	340,000
GDY04-401	Estrella Pkwy: Yuma Rd to McDowell Rd	Reconstruct 2 lanes & add 2 lane with turn bays	2.00	2	4		Local	2,500,000	0	2,500,000
GDY04-407	Litchfield Rd: MC-85 to Western Ave	Reconstruct 4 lanes and add a lighted crosswalk & ADA ramps	1.00	4	4		Local	750,000	0	750,000
GDY04-403	McDowell Rd and Estrella Pkwy	Install traffic signal	.10	4	4		Local	340,000	0	340,000
GDY04-404	Rainbow Valley Rd: Riggs Rd to Pecos Rd	Reconstruct 2 lanes	5.00	0	0		Local	2,300,000	0	2,300,000
GDY04-405	Riggs Rd: 187th Ave to Bullard Rd	Pave dirt road	6.00	2	2		Local	1,500,000	0	1,500,000
GDY04-408	Western Ave: RR crossing west to 3rd Ave	Reconstruct 4 lane roadway	.75	4	4		Local	300,000	0	300,000

TOTALS FOR FISCAL YEAR 2004

LOCAL:
\$8,480,000

FEDERAL:
\$0

TOTAL:
\$8,480,000

TOTALS FOR Goodyear

LOCAL:
\$8,480,000

FEDERAL:
\$0

TOTAL:
\$8,480,000

AGENCY: MAG

FISCAL YEAR: 2005

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	CMS Score	Fund Type	Local Cost	Federal Cost	Total Cost
MAG05-400	Regionwide	MAG telecomms project - additional teleconferencing sites (Year 3 of 3)					CMAQ	0	240,000	240,000

TOTALS FOR FISCAL YEAR 2005

LOCAL:
\$0

FEDERAL:
\$240,000

TOTAL:
\$240,000

TOTALS FOR MAG

LOCAL:
\$0

FEDERAL:
\$240,000

TOTAL:
\$240,000

AGENCY: Maricopa County

FISCAL YEAR: 2006

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	CMS Score	Fund Type	Local Cost	Federal Cost	Total Cost
MMA06-404	83rd Ave: Northern Ave to Olive Ave	Widen roadway from two lanes to four	1.00	2	4		Local	1,700,000	0	1,700,000

TOTALS FOR FISCAL YEAR 2006

LOCAL:
\$1,700,000

FEDERAL:
\$0

TOTAL:
\$1,700,000

FISCAL YEAR: 2007

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	CMS Score	Fund Type	Local Cost	Federal Cost	Total Cost
MMA07-402	Loop 303: Bethany Home Rd to Glendale Ave	Widen roadway from two lanes to four	1.00	2	4		Local	4,075,000	0	4,075,000
MMA07-401	Loop 303: Camelback Rd to Bethany Home Rd	Widen roadway from two lanes to four	1.00	2	4		Local	3,875,000	0	3,875,000
MMA07-405	Loop 303: Indian School Rd to Camelback Rd	Widen roadway from two lanes to four	1.00	2	4		Local	4,095,000	0	4,095,000
MMA07-403	Power Rd: Guadalupe Rd to Baseline Rd	Widen roadway from four lanes to six	1.00	4	6		Local	5,462,000	0	5,462,000

TOTALS FOR FISCAL YEAR 2007

LOCAL:
\$17,507,000

FEDERAL:
\$0

TOTAL:
\$17,507,000

TOTALS FOR Maricopa County

LOCAL:
\$19,207,000

FEDERAL:
\$0

TOTAL:
\$19,207,000

AGENCY: Mesa**FISCAL YEAR: 2004**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	CMS Score	Fund Type	Local Cost	Federal Cost	Total Cost
MES04-411	Consolidated Canal: Lindsay Rd to Baseline Rd	Construct multi-use path	1.50	4	4		Local	475,000	0	475,000
MES04-125D	Country Club Dr: 8th Ave to Baseline Rd (including US-60 TI)	Design real-time adaptive signal system	1.50				CMAQ	18,810	311,190	330,000
MES04-125C	Country Club Dr: 8th Ave to Baseline Rd	Install real-time adaptive signal system	1.50				CMAQ	581,190	788,810	1,370,000
MES04-409	Country Club Dr: 8th Ave to Baseline Rd, including US 60 TI	Install real-time adaptive signal system	1.50	0	0		Local	943,144	0	943,144
MES01-003	Downtown Mesa	Design and construct pedestrian pathways, furniture and other amenities					STP-TEA	34,108	481,503	515,611
MES04-402	Gilbert Rd at the US 60	Install ITS infrastructure to improve signal	.50	0	0		Local	185,000	0	185,000
MES04-406	Guadalupe Rd: Santan Fwy to Ellsworth Rd	Widen south half from 1 to 3 lanes.	.50	1	3		Private	750,000	0	750,000
MES04-403	Lehi Rd north of McDowell Rd	Construct 5 foot sidewalk	.50	0	0		Local	105,062	0	105,062
MES04-404	Lehi Rd: Lehi neighborhood	Apply chip seal to unpaved roads	5.00	0	0		Local	1,162,588	0	1,162,588
MES04-413	McKellips Rd: Gilbert Rd to Power Rd	Design and install smart corridor traffic control	6.00	0	0		Local	308,951	0	308,951
MES04-412	Pepper Pl: Lewis St to Robson St	Construct multi-use path	.50	0	0		Local	404,455	0	404,455
MES04-408	Sossaman Rd: WGA to Velocity Way	Widen from 2 to 4 lanes with raised median	2.00	2	4		Local	1,614,000	0	1,614,000
MES04-410	Stapley Dr: Baseline Rd to McKellips Rd	Install traffic control signal system (Instrumentation & communications) including	6.50	0	0		Local	245,000	0	245,000

TOTALS FOR FISCAL YEAR 2004**LOCAL:
\$6,827,308****FEDERAL:
\$1,581,503****TOTAL:
\$8,408,811****FISCAL YEAR: 2005**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	CMS Score	Fund Type	Local Cost	Federal Cost	Total Cost
MES05-405	South Canal: McKellips Rd to McDowell Rd, Phase 1 (construction phase)	Construct multi-use path	1.50	4	4		Local	1,652,200	0	1,652,200

AGENCY: Mesa

FISCAL YEAR: 2005

TOTALS FOR FISCAL YEAR 2005

LOCAL:
\$1,652,200

FEDERAL:
\$0

TOTAL:
\$1,652,200

FISCAL YEAR: 2007

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	CMS Score	Fund Type	Local Cost	Federal Cost	Total Cost
MES07-407	Main St: Mesa Dr to Mill Ave	Non intrusive detection systems, cameras, dynamic message signs and one mile of fiber	6.00	0	0		Local	1,225,000	0	1,225,000
MES07-401	South Canal: Val Vista Dr to Greenfield Rd	Construct multi-use path	1.25	2	2		Local	774,000	0	774,000

TOTALS FOR FISCAL YEAR 2007

LOCAL:
\$1,999,000

FEDERAL:
\$0

TOTAL:
\$1,999,000

TOTALS FOR Mesa

LOCAL:
\$10,478,508

FEDERAL:
\$1,581,503

TOTAL:
\$12,060,011

AGENCY: Peoria

FISCAL YEAR: 2004

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	CMS Score	Fund Type	Local Cost	Federal Cost	Total Cost
PEO02-005CR	New River Rd: Northern Ave to Peoria Ave	Construct multi-use path	2.00	2	2		CMAQ	35,000	571,142	606,142

TOTALS FOR FISCAL YEAR 2004

LOCAL:
\$35,000

FEDERAL:
\$571,142

TOTAL:
\$606,142

TOTALS FOR Peoria

LOCAL:
\$35,000

FEDERAL:
\$571,142

TOTAL:
\$606,142

AGENCY: Phoenix**FISCAL YEAR: 2004**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	CMS Score	Fund Type	Local Cost	Federal Cost	Total Cost
PHX04-402	35th Ave: Happy Valley Rd to Jomax Rd	Construct new roadway to 50' cross section	1.00	0	2		Local	1,500,000	0	1,500,000
PHX04-401	43rd Ave: Salt River to Lower Buckeye Rd	Reconstruct to 50' cross section	.70	2	2		Local	1,500,000	0	1,500,000
PHX04-403	Camelback Rd: 107th Ave to 99th Ave	Reconstruct to 64' cross section, adding 2 new lanes	1.00	2	4		Local	700,000	0	700,000
PHX04-405	Jomax Rd at Black Canyon Fwy	Design concept report for new freeway interchange	.20	4	4		Local	700,000	0	700,000
PHX07-	24th St: Rio Salado to Roeser Rd	Advance design of pedestrian facilities	1.00	4	4		Local	318,000	0	318,000

TOTALS FOR FISCAL YEAR 2004**LOCAL:
\$4,718,000****FEDERAL:
\$0****TOTAL:
\$4,718,000****FISCAL YEAR: 2005**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	CMS Score	Fund Type	Local Cost	Federal Cost	Total Cost
PHX04-404	North Valley Pkwy: Dixileta Dr to Sonoran Pkwy	Construct new two lane roadway	1.00	0	2		Local	1,200,000	0	1,200,000

TOTALS FOR FISCAL YEAR 2005**LOCAL:
\$1,200,000****FEDERAL:
\$0****TOTAL:
\$1,200,000****FISCAL YEAR: 2006**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	CMS Score	Fund Type	Local Cost	Federal Cost	Total Cost
PHX04-406	51st Ave: Southern Ave to Salt River	Reconstruct to 74' cross section adding 2 new lanes	.90	2	4		Local	2,250,000	0	2,250,000

TOTALS FOR FISCAL YEAR 2006**LOCAL:
\$2,250,000****FEDERAL:
\$0****TOTAL:
\$2,250,000**

AGENCY: Phoenix

FISCAL YEAR: 2007

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	CMS Score	Fund Type	Local Cost	Federal Cost	Total Cost
PHX04-407	51st Ave: North of Dobbins Rd to Southern Ave	Reconstruct to 74' cross section adding 2 new lanes	1.80	2	4		Local	5,100,000	0	5,100,000
PHX07-310C	24th St: Rio Salado to Roeser Rd	Construct pedestrian facilities	1.00	4	4		CMAQ	1,871,577	200,000	2,071,577
PHX07-310DX	24th St: Rio Salado to Roeser Rd	Repayment of design project advanced to FY	1.00	4	4		CMAQ	-300,000	300,000	0

TOTALS FOR FISCAL YEAR 2007

LOCAL:
\$6,671,577

FEDERAL:
\$500,000

TOTAL:
\$7,171,577

TOTALS FOR Phoenix

LOCAL:
\$14,839,577

FEDERAL:
\$500,000

TOTAL:
\$15,339,577

AGENCY: Scottsdale

FISCAL YEAR: 2004

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	CMS Score	Fund Type	Local Cost	Federal Cost	Total Cost
SCT04-403	Union Hills Dr: Scottsdale Rd to 74th St	Construct four new through lanes	.20	0	4		Local	3,400,000	0	3,400,000

TOTALS FOR FISCAL YEAR 2004

LOCAL:
\$3,400,000

FEDERAL:
\$0

TOTAL:
\$3,400,000

FISCAL YEAR: 2005

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	CMS Score	Fund Type	Local Cost	Federal Cost	Total Cost
SCT05-402	Center Dr: 74th St to Hayden Rd	Construct four new through lanes	1.00	0	4		Local	6,600,000	0	6,600,000
SCT05-401	Hayden Rd at Thomas Rd	Reconstruct intersection	.20	6	6		Local	1,430,000	0	1,430,000

TOTALS FOR FISCAL YEAR 2005

LOCAL:
\$8,030,000

FEDERAL:
\$0

TOTAL:
\$8,030,000

FISCAL YEAR: 2006

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	CMS Score	Fund Type	Local Cost	Federal Cost	Total Cost
SCT06-404	Bell Rd: 94th St to Thompson Peak Pkwy	Reconstruct roadway, adding two through lanes	1.00	2	4		Local	5,046,000	0	5,046,000

TOTALS FOR FISCAL YEAR 2006

LOCAL:
\$5,046,000

FEDERAL:
\$0

TOTAL:
\$5,046,000

TOTALS FOR Scottsdale

LOCAL:
\$16,476,000

FEDERAL:
\$0

TOTAL:
\$16,476,000

AGENCY: Surprise**FISCAL YEAR: 2004**

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	CMS Score	Fund Type	Local Cost	Federal Cost	Total Cost
SUR04-405	Bullard Ave: Cactus Rd to Peoria Ave.	Reconstruct arterial roadway, add curb, sidewalk and landscaping	1.00	2	5		Private	900,000	0	900,000
SUR04-410	Bullard Ave: Waddell Rd to Sweetwater	Reconstruct arterial roadway, add curb, sidewalk and landscaping	.50	2	3		Private	250,000	0	250,000
SUR04-408	Cactus Rd: Bullard Ave to 143rd Ave	Reconstruct arterial roadway, add curb,	.50	2	3		Private	250,000	0	250,000
SUR04-414	Cactus Rd: Reems Rd to 159th Ave	Reconstruct arterial roadway, add curb, sidewalk and landscaping	.50	2	3		Private	250,000	0	250,000
SUR04-403	Cotton Ln: Greenway Rd to Acoma Dr	Reconstruct arterial roadway, add curb, sidewalk and landscaping	.50	2	3		Private	250,000	0	250,000
SUR04-402	Cotton Ln: Greenway Rd to Bell Rd	Reconstruct arterial roadway, add curb,	1.00	2	3		Private	520,000	0	520,000
SUR04-407	Litchfield Rd: Peoria Ave north for 2100'	Reconstruct arterial roadway, add curb, sidewalk and landscaping	.40	2	3		Private	200,000	0	200,000
SUR04-406	Peoria Ave: Bullard Ave to Litchfield Rd	Reconstruct arterial roadway, add curb, sidewalk and landscaping	1.00	2	3		Private	525,000	0	525,000
SUR04-415	Peoria Ave: Reems Rd to 159th Ave	Reconstruct arterial roadway, add curb,	.50	2	3		Private	250,000	0	250,000
SUR04-413	Reems Rd: Cactus Rd to Peoria Ave	Reconstruct arterial roadway, add curb, sidewalk and landscaping	1.00	3	5		Private	525,000	0	525,000
SUR04-412	Reems Rd: Cactus Rd to Peoria Rd	Reconstruct arterial roadway, add curb, sidewalk and landscaping	1.00	2	3		Private	525,000	0	525,000
SUR04-411	Reems Rd: Waddell Rd to Cactus Rd	Reconstruct arterial roadway add curb,	1.00	2	3		Private	525,000	0	525,000
SUR04-404	Waddell Rd: 175th Ave to Citrus Rd	Reconstruct arterial roadway, add curb, sidewalk and landscaping	.50	2	3		Private	250,000	0	250,000
SUR04-401	Waddell Rd: Litchfield Rd to 143rd Ave	Reconstruct existing arterial roadway, curb, sidewalk, landscaping	.50	2	3		Private	250,000	0	250,000
SUR04-409	Waddell Rd: Reems Rd to Bullard Ave	Reconstruct arterial roadway add curb,	1.00	3	5		Private	525,000	0	525,000

TOTALS FOR FISCAL YEAR 2004**LOCAL:
\$5,995,000****FEDERAL:
\$0****TOTAL:
\$5,995,000**

AGENCY: Surprise

TOTALS FOR Surprise

LOCAL:
\$5,995,000

FEDERAL:
\$0

TOTAL:
\$5,995,000

AGENCY: Tempe

FISCAL YEAR: 2004

ID#	Location	Type of Work	Miles	Lanes Before	Lanes After	CMS Score	Fund Type	Local Cost	Federal Cost	Total Cost
TMP01-109R	Rio Salado Pathway: Indian Bend Wash to Grand Canal	Construct multi-use path	.75				STP-TEA	1,507,850	500,000	2,007,850

TOTALS FOR FISCAL YEAR 2004

LOCAL:
\$1,507,850

FEDERAL:
\$500,000

TOTAL:
\$2,007,850

TOTALS FOR Tempe

LOCAL:
\$1,507,850

FEDERAL:
\$500,000

TOTAL:
\$2,007,850

**REPORT: 04-07 TIP -
New Transit Projects****MARICOPA ASSOCIATION OF GOVERNMENTS
FY 2004-2007 TIP - NEW TRANSIT PROJECTS****TABLE : DRAFT 04-07
TIP 110703****AGENCY: ADOT**

ID#	FY	Location	Type of Work	Fund Type	Local Cost	Federal Cost	Total Cost
DOT06-401T	2006	Regionwide	Elderly and handicapped vehicles	5310	137,500	550,000	687,500
DOT06-402T	2006	Regionwide	Support rural transit	5311	26,700	106,600	133,300
DOT07-403T	2007	Regionwide	Elderly and handicapped vehicles	5310	137,500	550,000	687,500
DOT07-404T	2007	Regionwide	Support rural transit	5311	26,700	106,600	133,300

TOTALS FOR ADOT**LOCAL:
\$328,400****FEDERAL:
\$1,313,200****TOTAL:
\$1,641,600****AGENCY: Glendale**

ID#	FY	Location	Type of Work	Fund Type	Local Cost	Federal Cost	Total Cost
GLN03-207TR	2004	Loop 101 at Glendale Ave	Acquire land and construct park-and-ride	5307	704,809	2,819,236	3,524,045

TOTALS FOR Glendale**LOCAL:
\$704,809****FEDERAL:
\$2,819,236****TOTAL:
\$3,524,045****AGENCY: Tempe**

ID#	FY	Location	Type of Work	Fund Type	Local Cost	Federal Cost	Total Cost
TMP04-401T	2004	Scottsdale/Tempe	Construct East Valley operations facility	Local	33,060,000	0	33,060,000

TOTALS FOR Tempe**LOCAL:
\$33,060,000****FEDERAL:
\$0****TOTAL:
\$33,060,000****AGENCY: VM Rail**

AGENCY: VM Rail

ID#	FY	Location	Type of Work	Fund Type	Local Cost	Federal Cost	Total Cost
VMR04-412T	2004	Various locations	Fixed guideway corridor - acquire vehicles	Local	33,515,392	0	33,515,392
VMR04-401TR	2004	Various locations	Fixed guideway corridor - advance construction (repayment in FY 2007)	Local	221,000,000	0	221,000,000
VMR04-404TR	2004	Various locations	Fixed guideway corridor - engineering and design/administration	5309	13,000,000	13,000,000	26,000,000
VMR05-406T	2005	Various locations	Fixed guideway corridor - acquire vehicles	Local	117,234,047	0	117,234,047
VMR05-414TR	2005	Various locations	Fixed guideway corridor - construction	5309	236,636,174	60,363,826	297,000,000
VMR05-413T	2005	Various locations	Fixed guideway corridor - engineering and design/administration	5309	19,636,174	19,636,174	39,272,348
VMR05-411T	2005	Various locations	Fixed guideway corridor - start-up	Local	6,899,932	0	6,899,932
VMR06-410T	2006	Various locations	Fixed guideway corridor - acquire vehicles	5309	9,141,847	9,141,847	18,283,694
VMR06-409T	2006	Various locations	Fixed guideway corridor - engineering and design/administration	5309	11,738,097	11,738,097	23,476,194
VMR06-408T	2006	Various locations	Fixed guideway corridor - repayment of construction from 2002 (1 of 2)	5309	-17,818,327	17,818,327	0
VMR06-407T	2006	Various locations	Fixed guideway corridor - repayment of engineering and	5309	-7,808,904	7,808,904	0
VMR06-403T	2006	Various locations	Fixed guideway corridor - repayment of land acquisition from 2002 (1 of 2)	5309	-30,018,098	30,018,098	0
VMR06-402T	2006	Various locations	Fixed guideway corridor - start-up	5309	3,474,727	3,474,727	6,949,454
VMR04-401TRX	2007	Various locations	Fixed guideway corridor - repayment of advance construction from FY 2004	5309	-80,000,000	80,000,000	0

TOTALS FOR VM Rail**LOCAL:**
\$536,631,061**FEDERAL:**
\$253,000,000**TOTAL:**
\$789,631,061**AGENCY: Valley Metro**

ID#	FY	Location	Type of Work	Fund Type	Local Cost	Federal Cost	Total Cost
VMT04-401T	2004	Regional	Purchase bus: < 30 foot - 17 replace (East Valley dial-a-ride)	5307	238,000	952,000	1,190,000
VMT07-402T	2007	Regionwide	Park and ride lot funds from ADOT	STP-Flex	631,872	4,897,538	5,529,410

TOTALS FOR Valley Metro**LOCAL:**
\$869,872**FEDERAL:**
\$5,849,538**TOTAL:**
\$6,719,410